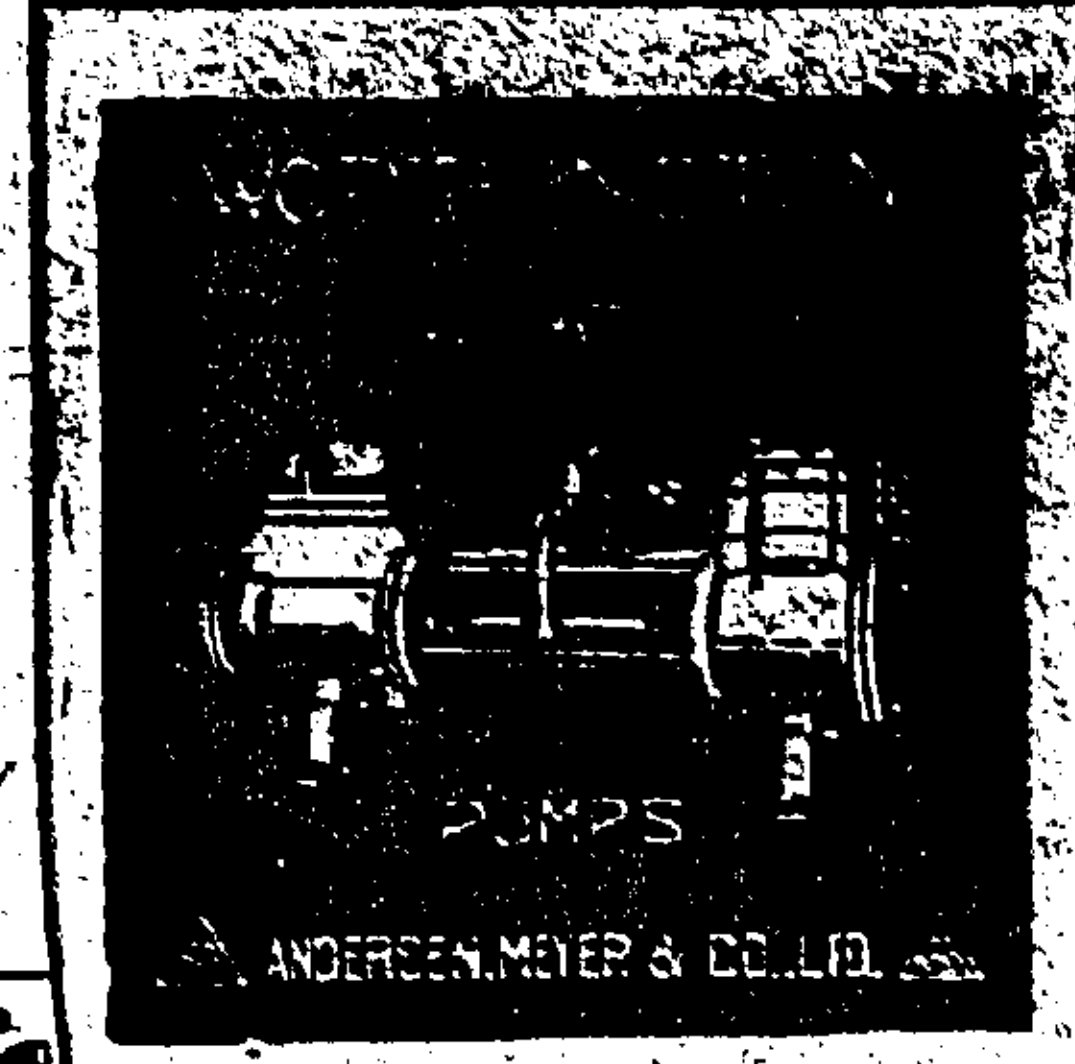


# The Hongkong Telegraph.

FOUNDED 1881 No. 12,383 四拜禮 號六月四年九百二 THURSDAY JUL 6, 1922. 日十初月三



## THE ROYAL VISIT.

### Hongkong Acclaims Popular Prince.

### H.R.H.'s Tribute.

#### "FAR-FAMED OUTPOST OF EMPIRE."

HONGKONG has to-day given a royal welcome to His Royal Highness Prince Edward of Wales. Ever since it was first announced that the Prince would be visiting Japan to return the compliment of the Crown Prince's official journey to Britain, we have been waiting for this day. We have watched the course of Prince Edward's tour through India, to Ceylon and the Straits Settlements with growing interest, and now that our turn has come we have at last realised the keen hopes and expectations of many months. If the outward evidences of Hongkong's welcome have appeared small by comparison with the gorgeous grandeur of all that the Prince saw in India, we know that no more sincere or heartfelt demonstration of affection has been extended to him than by the inhabitants of this Colony. One thing can be said—that Hongkong has done its best.



At an early hour this morning residents were abroad taking up advantageous positions from which to view the morning's happenings. It had been announced that the Renown would be arriving in Port at eight o'clock, but long before that time enthusiastic members of the Victoria Recreation Club had manned Dragon Boats and were out to meet the Prince's ship, thus lending a picturesque touch to the first welcome.

Due to the late arrival of the Renown in port, all the morning functions had to be delayed for an hour and a quarter, but in spite of the long wait entailed and the very dreary weather, everybody was very cheerful. The display of daylight fireworks was watched by large crowds on the Praya and on the verandahs of the big sea-front offices, some amusement being caused by several of the flags, fish, etc., released by the bombs falling on the troops lining the route.

In conversation with a visiting pressman off the Renown, a *Telegraph* representative was informed that the Renown had had a fairly good trip up from Singapore, but ran into very heavy fog early this morning. She was forced to anchor off Lyemun Pass but later decided to steam slowly in behind the escorting cruiser Durban, which had its rear searchlight going to give the bigger vessel a guide. The delay was unavoidable.

There were already big crowds out when the Renown, which quivered all the other warships in harbour, made fast to the buoy which had been specially reserved right in the centre of the fair way. With all the naval boats, both British and visiting, having dressed ship with other boats in port having been decorated for the occasion, the harbour presented a gay appearance.

The Colony soon realised that the Renown had arrived. The Royal Salutes boomed out almost simultaneously from many points. A saluting battery of the H.K.S.R.G.A. was stationed on Gun Club Hill, Kowloon, whilst the naval boats in port, headed by H.M.S. Hawkins, all took part in offering the regulation welcome of a Naval Station to the Prince.

The first official call on the Royal Visitor was made by His Excellency the Admiral (Vice Admiral Sir Alexander Duff), who put off from his yacht the Alacrity just after the Renown arrived. The next call made was that of the Japanese Admirals in Port (Vice Admiral Sapporo Momotake and Rear Admiral Katsunobu Yamamushi), this being followed ten minutes later by the official call of His Excellency the Governor (Sir Edward Stubbs, K.C.M.G.) with whom was H.E. the General Officer Commanding (Sir John Fowler, K.C.M.G., C.B., D.S.O.), Sir William Rees Davies, and the Hon. Mr. Claud Severn, C.M.G.

### THE LANDING.

#### Prince's Novel Ride.

The Prince, looking very fit in the white uniform of a Captain of the Royal Navy, landed at Blake Pier at twenty minutes to eleven. He was met by the Admiral and the General and was then introduced to leading officials and civil residents of the Colony, who were lined up in two ranks facing one another on the pier. His Royal Highness passed through the ranks, giving a cordial handshake and a few words of greeting to each one.

The naval officers in company with the Admiral were Capt. James, Chief of Staff, from the Hawkins; Capt. Sullivan, H.M.S. Curlew; Capt. Benning, H.M.S. Titania; Capt. Ballard, H.M.S. Durban; Capt. Curry, H.M.S. Cairn; Pay Capt. Miller; Surgeon Capt. Dalton; and Flag Lieut. Stewart, A.D.C.

The military officers in company with the General were G.S.O. (Lt. Col. R.M. Crosse), D.A.A. & Q.M.G. (Lt. Col. W.N. Nicholson) C.M.G., D.S.O., Chief Engineer (Col. C.W. Davy, C.B.), C.R.A. (Lt. Col. W.O. Sanders, D.S.O.), O.C. King's Regt. (Col. F. Hyslop, C.B.E.), O.C. 1/102 Grenadiers (Major W.R. Roberts, D.S.O.), Commandant H.K.V.D.F. (Lt. Col. L.G. Bird, D.S.O.), D.D.M.S. (Col. L. Humphry, C.M.G.).

As His Royal Highness stepped off the pier he was heartily cheered by the crowds thronging the streets and balconies of the buildings facing the water front. The Marine Band struck up the National Anthem, all present standing to attention, after which the Prince inspected the naval guard-of-honour, composed of 100 ratings from all ships, under Lieut. Dundas on H.M.S. Hawkins, which formed a barrier to Pedder Street. During the ceremony the band discoursed music.

The Prince was then conducted to the Royal chair. Apparently this form of locomotion is new to His Royal Highness. A look of astonishment appeared on his face for a second, but it was soon replaced by that smile which is now known to most of the world and which has helped to make him so popular wherever he has been. He cautiously took his seat and then settled himself down to make his novel journey. Gift with a scarlet canopy of satin fringed with gold, and scarlet satin cushions, and side trappings of the same colour and



His Royal Highness.

material with the Prince of Wales' feathers embroidered in silver, the "Ich Dien" in gold on a background of blue, the Royal chair containing our illustrious visitor was lifted by eight stalwart bearers in uniforms of scarlet and white and Manchu hats to match, and amidst the cheers of the crowd the procession moved off along the Praya in the direction of the special pavilion.

As the Prince departed in his chair, followed by members of his staff and local officials, cheers broke forth, the crowd shouting and waving their hats as His Royal Highness passed along the way.

Arriving at the private gate of the pavilion, His Royal Highness was met by His Excellency the Governor.

### AT THE PAVILION.

#### An Impressive Function.

Drawn up at the Pavilion was a guard of honour from the King's (Liverpool) Regiment and in command of Captain E.C. Crosse. The officer with the Battalion colours was Lieut. C.P. Moore, M.C., and the officer with the guard Lieut. W.J. Humphry, M.C.

Inside the pavilion was a gay scene, in striking contrast to the dull conditions outside. Soon after nine o'clock, ticket-holders began to assemble and when Sir William Rees Davies announced that the arrival there would be about an hour and a quarter late, the building was already well filled. The completed Pavilion decorations presented a most pleasing scene and when the full function was in progress later the spectacle was an impressive one. The addresses to be presented were laid on a table in front of the dais, whilst the huge Chinese address, on yellow satin, was hung on the wall behind. After a long wait, those assembled were at last rewarded. There had been the growing noise of the cheering outside and the hurried seating of those who had come along after presentation at Blake Pier.

The doorway leading from the Prince's retiring room suddenly opened, and preceded by H.E. the Governor, His Royal Highness stepped out on the dais to the accompaniment of a roar of cheering, which continued for some time. Behind him stood Sir Lionel Halsey and a number of other officers and A.D.C.s.

Those officially present were—His Excellency the Governor and Lady Stubbs, Captain R. Neville A.D.C., and Mr. Eric Rice, Private Secretary.

The Governor of Macao (Senhor Correia da Silva), Captain Ferras de Reis, A.D.C., Lieut. E. Cheddas.

Vice-Admiral Sir A.L. Duff and Miss Duff, Captain W.M. James (H.M.S. Hawkins, Chief of Staff) and Mrs. James, Paymaster Hugh Miller, D.S.O., and Flag Lieut. R. Stewart, A.D.C. Commodore W. Bowden Smith, C.B.E., and Mrs. Bowden Smith, Captain Harold E. Sullivan, D.S.O. (H.M.S. Curlew), Captain Charles S. Benning, D.S.O. (H.M.S. Titania), Captain Hugh S. Currie, (H.M.S. Cairn) and Mrs. Currie, Captain Casper B. Bullard (H.M.S. Durban) and Mrs. Bullard, Surgeon-Captain Dilton C.M.G., and Engineer Captain Garwood, Commander Hartford and Mrs. Hartford.

The General Officer Commanding (Major General Sir John Fowler, K.C.M.G., C.B., D.S.O.) and Lady Fowler, Captain C.S. Fisher, A.D.C.; Lieut. Col. R.M. Crosse (General Staff Officer) and Mrs. Crosse; Lieut. Col. W.N. Nicholson, C.M.G., D.S.O. (D.A.A. & Q.M.G.); Col. C.W. Davy, C.B. (Chief Engineer); Lieut. Col. W.O. Sanders, D.S.O. (C.R.A.) and Mrs. Sanders; Lieut. Col. F. Hyslop, C.B.E. (O.C. King's Regiment) and Mrs. Hyslop; Major W.R. Roberts, D.S.O. (O.C. 1/102nd Grenadiers) and Mrs. Roberts; Lieut. Col. L.G. Bird, D.S.O. (Commandant H.K.V.D.F.) and Mrs. Bird; Col. L. Humphry C.M.G. (D.D.M.S.) and Mrs. Humphry.

The Bishop of Victoria, Rt. Rev. Dr. Duffery, and His Lordship Bishop Porritt; Sir Paul Chater, C.M.G., and Lady Chater, Hon. Mr. Claud Severn, C.M.G.; Mrs. Severn and Mrs. Bullock, Hon. Mr. J.H. Kemp, C.B.E., K.C., and Mrs. Kemp; Hon. Mr. T.L. Perkins and Mrs. Perkins, Hon.

Mr. E.R. Halifax, O.B.E., and Mrs. Halifax, Hon. Mr. C. Mol. Messer, O.B.E., and Mrs. Messer, Hon. Mr. E.A. Irving, Mrs. and two Misses Irving, Hon. Mr. H.E. Pollock, K.C., and Hon. A.G. Stephen, Mrs. Stephen and Miss Addis, Hon. Mr. E.V.D. Parr and Mrs. Parr, Hon. Mr. A.O. Lang and Mrs. Lang, Hon. Mr. Lau Chu-pak and Miss Lau Chu-pak, Hon. Mr. Chow Shou-son and Mrs. Chow Shou-son.

Vice-Admiral Sapporo Momotake and Staff, Rear Admiral Katsunobu Yamamushi and Staff, Captain Tokujiro Tatsuno (H.L.J.M.S. Kiso), Captain Goo Maruwo (H.L.J.M.S. Oh), Captain Komazoro Migita (H.L.J.M.S. Kue Konna), and Captain Gengo Hyakutake (H.L.J.M.S. Tama).

Mr. W.H. Gale (U.S. Consul General) and Mrs. Gale, Comdr. G.M. Baum (U.S.S. Wilmington) and Mrs. Baum. Officers of the Wilmington.

Captain Batalha, Captain Mano Preto (Portuguese ship Patria), Capt. and Mrs. C. de Lúiz, Lieut. Vasconcelos Sa, Lieut. E. Cheddas.

Mr. J.W. Jamieson, C.M.G. (Consul General at Canton), General Wong (Canton).

Mr. E.C. Pearce and Mrs. Pearce, Mr. E.F. Mackay and Mrs. Mackay (Shanghai).

Viscount Acheson, Sir William Brunyate, K.C.M.G., and Lady Brunyate, Sir Robert Ho Tung and Lady Ho Tung.

Mr. H.W. Bird and Mrs. Bird, Mr. R.M. Dyer and Mrs. Dyer, Mr. G.T. Edkies, Mr. D.G.M. Bernard, Mr. C. Montague Ede and Mrs. Ede, Rev. G.T. Waldegrave, Mr. F.C. Jenkin, C.B.E., Brigadier-General E.B. Macnaghten and Mrs. Macnaghten, Mr. R. Sutherland, M.B.E., and Mrs. Sutherland, Mr. G.M. Young, M.B.E., Mr. and Mrs. J.R. Wood, Mr. and Mrs. E.D.C. Wolfe, Mr. and Mrs. H.P. Winslow, Dr. J.T.C. Johnson, Mr. H.K. Phelps, Mrs. and Miss Phelps, Mr. and Mrs. H.K. Holmes, Mr. and Mrs. N.L. Smith, Mr. and Mrs. R.E. Lindell, Mr. S.B.C. Ross, Mr. E. Jacks, Comdr. C.W. Beckwith, R.N., and Mrs. Beckwith, Mr. A.G.M. Fleischer, C.B.E., Mr. Fletcher and Miss Rogers Harrison, Mr. and Mrs. H.A. Nisbet, Mr. D.W. Tratman, Mr. and Mrs. G.R. Sayer, Mr. and Mrs. T.F. Claxton, Mr. C.C. Hickling and Mrs. Hickling, C.B.E., Mr. C.A.D. Melbourne, Mr. E.W. Hamilton, Mr. A.E. Wood, Mr. G.N. Orme Mr. J.W. Franks, and Mr. H. Green.

In special side seats were the following Consuls and acting Consuls—M. Paul Kremer and Madame Kremer (France), Senhor and Madame Fernandes (Portugal), Mr. Kichi Gunji (Japan), Cavalier L. Petrucci and Madame Petrucci (Italy), Mr. Sverre Berg and Madame Berg (Norway), Mr. C.S. Bechner (Netherlands), Mr. and Madame O.P. Conesco (Peru), Mr. J.M. Alves, Madame and Miss Alves (Brazil), Mr. and Mrs. J.P. Braga (Guatemala), Mr. and Mrs. Arnaldo G. Astrosa (Chile), Mr. Carlos V. Ariza (Mexico), and Mr. Jose C. Obaldia (Panama).

When the cheering had subsided, Sir William Rees Davies, as Chairman of the Committee, introduced Sir Paul Chater, and later introduced the others who read the addresses. The Prince stood during the reading of the British Address, but thereafter indicated that all should be seated, thus putting everyone at ease. The Prince appeared a trifle nervous himself, but very unobtrusively smiled as he shook hands with those who had addressed him.

British Community's Address. Sir Paul Chater, who ascended the dais after being presented, said:—

TO HIS ROYAL HIGHNESS, THE PRINCE OF WALES.

May it please Your Royal Highness, The subjects of the King, of every race, and of every creed, in this, one of the most distant of the possessions of the Crown, tender to Your Royal Highness their loyal and affectionate homage.

They welcome with especial pride and pleasure the Great-Grandson of the August Sovereign, in whose Glorious Reign that symbol of freedom, the Flag of Britain, was first

raised over this remote and rocky island. Your Royal Highness knows that this City of Victoria, which to-day pays respectful fealty to the Royal House, bears the revered name of Queen Victoria of blessed memory, whose statue adorns our Square.

Up to the year 1840 this island and its dependencies were sterile rocks, supporting with difficulty a struggling population of a few hundreds of fishermen and peasants.

By the favour of Almighty God, and under the enlightened rule of the Royal House of Britain, this Colony, small in area, has increased mightily in population and in wealth; and has drawn to itself from far and wide, not only the subjects of the King, but workers and traders of every nation.

Our population is estimated today at 660,000. The University of Hongkong is affiliated to the Universities of Oxford and Cambridge, and grants Degrees in Medicine, in Engineering and in Arts.

The schools of the Colony number 733. The revenue for 1920 was \$11,639,571.00, of which over \$2,700,000.00 was paid to the Imperial Treasury, as our contribution to the defence of the Empire.

The entrances and clearances of Merchant Ships totalled in the same year over forty million tons, a figure not surpassed by any other of the World's ports.

The total membership of the Hongkong General Chamber of Commerce is 191, composed of 135 British and 56 foreign firms.

There are 16 foreign and exchange Banks. The Colony has 15 dry docks, including the Royal Naval Dock, and 10 slipways, all capable of taking ocean going vessels.

Twenty-one sea going vessels, of approximately 51,415 tons, were launched in 1921.

In conclusion, we pray that Your Royal Highness will be graciously pleased to convey to His Majesty the King, with our humble duty, our loyal greetings, and an expression of our gratitude that His Royal Son has seen fit to stay his progress upon our shores.

Signed on behalf of His Majesty's subjects in Hongkong, REGINALD E. STUBBS.

Chinese Address. The Chinese address was next delivered. Both Chinese members of the Legislative Council were present, and Mr. Lau Chu Pak delivered the address in Chinese.

The following is the translation:—

Your Royal Highness, lovingly bearing the Royal token, draws nigh from afar in princely array. Long have we looked up to Your Royal Highness and now we welcome you as plants the gentle rain.

With one accord we show forth our feeling of gladness and fashion our hymn of praise. We who have found home and shelter in Hongkong are enriched by the quickening dew of your favour.

Now that for the first time the fair Apparent has vouchsafed us the signal honour of his visit, 'tis met that the streets and lanes resound with song; high and low the people dance with gladness; the willows, that droop their heads along the bank, joyfully brush the Royal Banner; the flowers that fill the earth with flying blossom, join in welcome to the Princely Palanquin.

Reverently we admire the surpassingly youthful wisdom wherewith nature has endowed Your Royal Highness. All the world looks up to Your present virtue.

In the Palace of your Sire, your filial piety has ever been extolled; in your royal studies 'twas your delight to sit at the feet of learning.

In your heart you have cherished benevolence towards your people and a world-embracing love; in your actions you have displayed kindness to all men and a wide humanity.

Millions have enjoyed the fruits of your unselfish labour; the whole world has tasted the delights of your royal condescension. Your reverence civil rule, and esteem martial glory.

You are well versed in the arts of war by sea, and deeply skilled in the strategy of battle by land. In the year 1914 when Great Britain raised her righteous army, and the titanic struggle began, Your Royal Highness entered in person the ranks of war and yourself donned the cuirass and the helmet.

You comforted your soldiers and shared their joys and hardships; You were present at your post and shirked not pain or danger. Till at the last you prevailed to sound the clarion of victory in the field, and to raise the banner of triumph o'er the vanquished.

Verily your merit overshadows the age, and your fame covers the world.

Scarce were the weapons of warfare sheathed ere you received the Royal Envoy's Staff.

You bore your floating banner to the lands that own your away, and the enrolled nations felt their loyalty grow yet deeper. You went with gifts of polished jade to the countries that hold your friendship, and the glad bond of sworn faith was drawn yet closer.

And now once more you have driven forth from the Royal City, and stayed your steeds in the Fragrant Isle.

Her thickly clustered dwellings are blessed as by the beneficence of bright rain.

Her plants and trees and other living things are touched as by the virtue of creative spring.

Whithersoever your radiance, songs of praise rise with one accord; in the rhythmical movement of hands and feet, we all show forth our sincerity of heart.

Brighter the Sun, rounder the Moon, Your Highness reacheth to a fuller power.

We pray for unbounded blessings on Your Royal Highness, that we the people may receive never-failing peace.

Reverently with folded hands and bowed heads we offer our hymn of praise:—

Hail, Imperial England, thy might hath no peer Within the realms that Ocean circles.

Great is thy call, Oh Heir to the Throne; Thy ways are a pattern to all the World.

Through the charm of thy person, thou makest known Thy Sire's virtues to distant lands.

At the altar of covenant, thou hast thy place. To this islet, set in a magic sea.

'Tis vouchsafed to welcome the Phoenix banner. The heavens reveal a smiling face.

And earth resounds with shouts of gladness. May abundant blessings be showered down, and happiness descend upon all living things.

With uplifted faces we acknowledge thy sheltering care.

We are clothed with honour that shall not pass away.

The Consular Address. The next address was presented by Mr. W.H. Gale (the American Consul General) on behalf of the Foreign Communities in Hongkong.

Mr. Gale, having been introduced, said:—

May it please your Royal Highness, Sir—My colleagues of the Consular Corps and I deeply appreciate the opportunity afforded us on this occasion to associate ourselves and our respective nationals in Hongkong with the welcome extended.

To Your Royal Highness by the subjects of His Majesty the King and by the Chinese citizens of this community.

We have watched with interest the stages of your Royal Highness' journey to the Far East. Up to the present moment, Your Royal Highness has visited British territory, and has been singularly successful in drawing closer together different classes and races within the British Empire. After leaving Hongkong, Your Royal Highness will travel beyond the confines of that Empire, and will, we are convinced, be equally successful in strengthening the

(Continued on Page 2.)







## SHIPBUILDING METHODS.

Past, Present and Future.  
PAPER BY MR. JOHN McGOVERN.

A Paper on "Some Notes on Shipbuilding Methods" was read by Mr. John McGovern, before the North East Coast Institution of Engineers and Shipbuilders at Newcastle-on-Tyne and appended are extracts:—

Shipbuilding was recently referred to as "an art, and not a science, enriched with tradition and hedged about with labour agreements, and to assume that these could be quickly altered or even modified was only to court disaster." If such a doctrine were to be followed, our day as the premier shipbuilders of the world would soon come to an end. The history of iron shipbuilding, resulting in the replacement of wood by iron, disproves this opinion. Evolution must go on in shipbuilding as in any other industry if it is to survive. The great amount of research work on the hull forms of vessels, which has been so successfully carried out in recent years both in this country and abroad, enables shipbuilders to decide upon the most efficient form to adopt for any specific proposal. Considerable progress has also been made in the design of hull structure. The builders, in conjunction with the classification societies, have, as a result of their investigations, greatly simplified structural design, thereby reducing cost and increasing the hull efficiency. The same progress, however, cannot be claimed with regard to the actual preparation and erection of the steel structure.

British shipyards have always been credited with turning out the best and cheapest ships in the world. This has been unduly due to the fact that our long experience more than compensates for a considerable amount of the tonnage built in our country has been on behalf of foreign clients, but British firms will in future find a large percentage of foreign orders being placed abroad.

**Electric Welding.**

Electric welding as an aid to shipbuilding is being developed gradually. The success or otherwise of electric welding would appear to rest to a great extent with the operator, together with a rigid supervision in preparing the work for welding. A thorough understanding of the welding outfit is also necessary. Experience has shown that a skilled steel worker is not necessarily a skilled electric welder, and that unskilled workers very often make very skilled welders. Excluding labour, the cost of electric welding is low and the maintenance of the plant is almost negligible.

One may now conceive shipbuilding yards of the future, without hand or pneumatic drills, without hammers, punching and drilling machines, all the operations being embraced by electric welding, with the consequent saving in maintenance charges, and the considerably lower capital outlay and increased production of the millenium of shipbuilding, but the present high cost may, by pressure of necessity, urge such a condition forward, that we may in the not too distant future, refer to the ships having plates and connections riveted together as the antiquated system of shipbuilding. Experience has still to be gained by most of us in this process, but probably there are some members who already have sufficient knowledge and experience thereon, to tell us to what extent real progress has been made. Pneumatic riveting has not proved in practice to give the expected results. This is largely due to the conditions of labour which has not condescended to the employers the full advantage of the introduction of such valuable plant, especially after taking into account the heavy charges for maintenance. The application of pneumatic power for cutting and caulking certainly shows better results. The percentage allowances in these cases both for shell work and inside work are greater than those at present allowed for riveting, with the result that output is increased and the earnings of 'pneumatic' men are in all cases higher than those of the "hand" men.

**Mass Production Methods.**

The war was responsible for an entirely novel departure in shipbuilding. Bridge-building firms fabricated hull material for the National Shipyards for erecting and completing the hulls of the "N" and "N-1" type of straight-framed vessels. The principal feature in the construction of these vessels, apart from design, was that all material was drilled instead of being punched in the usual manner. Prejudice deep and strong still clings to many of us regarding anything "new," and perhaps in relation to ships more than anything else. It was predicted that these vessels "would be very wet ships." That due to the change forward they would shake all the rivets loose on a ballast trip across the Atlantic. "That they would roll excessively."

Fifteen of these vessels have now been in continual service for two or three years. From the engineers' logs and other reports received, they are giving the utmost satisfaction. They make a good average service speed on a low consumption, and reports also show that their behaviour at sea favourably compares with vessels of ordinary form and construction having similar dimensions.

The multiple system of drilled work was advantageously employed in the midship portion of a series of ordinary-shaped vessels, the bottom plating, top side plating from turn of bilge, and all tank top and deck plating, also bulkheads, being prepared ready for erection from plans or templates without reference to the vessel. In addition, two oil tankers were built in the same way; the middle-line bulkhead athwartship bulkheads and expansion-trunk sides, as well as shell plating and decks, were also arranged for multiple drilling. The work was of a first-class character, and in the tank testing of oil-cargo holds, excellent results were obtained. All but one of these ships are now on service.

## FINANCE SENSATION.

## Up In Arms Against Tung Kung.

Peking, March 23.—That Minister of Justice Tung Kung, who unearthed the alleged scandal in the Ministry of Finance, has undertaken a tremendous task in seeking to bring before the bar of justice "those officials" whom he accuses of having juggled with Government funds for their individual benefit, is indicated by latest developments to day. There has been an exchange of telegrams between Mr. Tung and General Wu Peifu, the latter being especially vehement in his expression of former Finance Ministers and Vice-Ministers and in his pledges of support to Mr. Tung's investigation. The President, who personally opposes a continuance of the investigation, has indirectly notified Mr. Tung that he will gladly contain further revelations if Mr. Tung is sure of his witnesses will not alter their testimony when the courts seek to call the charges. Certain of the native bankers, men of comparatively small financial resources, have joined with Wu Peifu in encouraging Mr. Tung. But the latter's support, compared to the opposition he is encountering, is insignificant. He has virtually all Peking officials, including Mr. Chang Hui, the latest Minister of Finance, who nominally holds that post in face of his unaccepted resignation, in a Muddle, where he seeks to enlist the support of Chang Tso-lin to smother further investigations. Mr. Pan Ju, who lost a short time ago his position as Acting Minister of Finance, is in Peking in disguise, and the same subject with General Tso Kung. In the meantime, certain of the former associates of the Chihli, Fengtien and Chuan-chow Parties are conferring daily in Tientsin, where they have engaged a notable gathering of attorneys for the defence, although they still believe that the investigation will "blow out" before long. That these attorneys have agreed to make a very unpleasant for Mr. Tung Kung at the present time is indicated by the announcement that in the event of a trial, these officials will insist upon being arranged together and then on being tried separately. The intention is obvious. At the present time, it will be found that the Government has no intention of allowing the investigation to proceed. And inasmuch as the Government will be put to an expense that it can ill-afford and that will probably be a contribution to the results that might be expected in such cases, the investigation has been postponed. The investigation has been postponed. The investigation has been postponed.

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The war was responsible for an entirely novel departure in shipbuilding. Bridge-building firms fabricated hull material for the National Shipyards for erecting and completing the hulls of the "N" and "N-1" type of straight-framed vessels. The principal feature in the construction of these vessels, apart from design, was that all material was drilled instead of being punched in the usual manner. Prejudice deep and strong still clings to many of us regarding anything "new," and perhaps in relation to ships more than anything else. It was predicted that these vessels "would be very wet ships." That due to the change forward they would shake all the rivets loose on a ballast trip across the Atlantic. "That they would roll excessively."

Fifteen of these vessels have now been in continual service for two or three years. From the engineers' logs and other reports received, they are giving the utmost satisfaction. They make a good average service speed on a low consumption, and reports also show that their behaviour at sea favourably compares with vessels of ordinary form and construction having similar dimensions.

The multiple system of drilled work was advantageously employed in the midship portion of a series of ordinary-shaped vessels, the bottom plating, top side plating from turn of bilge, and all tank top and deck plating, also bulkheads, being prepared ready for erection from plans or templates without reference to the vessel. In addition, two oil tankers were built in the same way; the middle-line bulkhead athwartship bulkheads and expansion-trunk sides, as well as shell plating and decks, were also arranged for multiple drilling. The work was of a first-class character, and in the tank testing of oil-cargo holds, excellent results were obtained. All but one of these ships are now on service.

## EARLIER SPECIAL TELEGRAMS.

## PRINCE'S MESSAGE TO MALAYA.

Singapore, April 5.

The Prince has sent a message to the Governor and High Commissioner in appreciation of his reception in Malaya by all classes and races and regretting that time prevented him seeing more of the natural beauties of the country. He would always retain the happiest memories of his visit to the exhibition which was most successful and crowded daily; and he expressed general satisfaction with its extension.

## TENNIS TOURNAMENT.

## Yesterday's Results.

The following games were decided in the tennis tournament at the H.K.C.C. ground yesterday afternoon:

Open Championship Singles: O. Rumpall beat J. B. Peuman 6-1, 7-5, 6-2, 6-3.

Club Championship: Capt. F. H. Davies beat D. J. Valentine 6-1, 6-0, 6-4.

Handicap Singles: "B" E. L. Leader beat C. B. Brown 6-1, 6-0, 6-2.

Handicap Doubles: A. B. B. and H. E. Smith beat C. C. Stark and E. D. F. Morgan 6-1, 6-4.

Mixed Doubles: Mr. and Mrs. V. M. Graydon beat Major Wilson and Mrs. Bowden Smith 6-1, 6-2.

## FOUR CAPITALS.

## Tientsin, Mukden, Peking and Koyang Defiant.

Peking, March 23.—The political situation in Peking today hinges upon four points: for a definite breaking of the deadlock:

1. That Marshal Chang Tso-lin and the other militarists succeed in reaching an early understanding on the reunification problem.
2. That an official may be found who will be strong enough to risk the chance of opposition from those political parties with which he is not affiliated and accept the post of Premier.
3. That General Wu Peifu be more yielding in his opposition to the Chuan-chow leaders.
4. That the President show some strength of purpose and issue an announcement of his policy on the question of a new Parliament.

**Peking in Eclipse.**

The situation is such today that Peking can scarcely be recognized as the capital of North China. There are four capitals, instead. One at Tientsin, where what is left of the old Cabinet, made up of Chuan-chow leaders, lives enjoyably in the foreign concessions, immune from interference by the Chinese authorities. The others are at Mukden, where Chang Tso-lin, ignoring the President, is in discussion with Cantonese leaders; Peking, where Marshal Tso Kung is indulging in the "thunder of silence" regarding the Cabinet politics and kindred subjects; Loyang, where Wu Peifu divides his time between training fresh troops and sending various telegrams expounding his views on this subject and the other. President Hsu seems to have been left out in the cold by all the military, who maintain now that the Cabinet situation is of secondary importance, that reunification is the main problem and that President Hsu can do what he will about the Cabinet although he will be held responsible for what may happen.

**No Thrift for Premiership.**

General Tso Kung-ching has again firmly declined the post of Premier. Two other names are mentioned for it, those of Chien Ning-shun and Huang Hsi-ling, neither of whom has much else to recommend him save his friendship for the President. Dr. Yen has been summoned to audience in the Presidential Palace and again been asked to remain as Acting Premier until a new Premier is appointed. He has asked time to consider the request, and will most likely answer in the negative. And in the meantime, Canton has replied to Mukden's terms for compromise on reunification with these suggestions:

- (1) That the old Parliament be reconvened;
- (2) that both North and South shall be represented equally in a new Government of all China;
- (3) that both President Hsu and "President" Sun be left out of the new Government and that the Cabinet function in Presidential duties until such time as a new President shall have been elected; and shall have taken the oath of office.—Shanghai Times.

## STANDARDS IN SILK-MAKING.

## Important Innovation at Shanghai.

A new industry has just been added to the many already so firmly established in Shanghai, and it is not for the fact that very serious work is intended, one might almost say that a most interesting show place has been added also.

The new institution is the Shanghai Testing House. For a long time there has been firmly established in various cities of America the United States Testing Co., which tackles all kinds of laboratory work in connection with the textile and chemical trades. Some years ago, when an American silk mission was over here, hints were dropped as to the advisability of establishing a silk testing house in China, but the matter did not go any farther until a Chinese mission went to America just over a year ago. They then put the proposal forward seriously and plans were quickly settled. American and Chinese silk merchants co-operated for the provision of capital, competent engineers and laboratory men were sent here and within 12 months a testing house has been opened.

## INCREDIBLE DELICACY.

Splendid accommodation has been obtained on the top floor of the new building at 10A Hongkong Road and here some wonderful machinery has been installed. From the street an electric hoist raises bales to a spacious godown of absolutely fireproof construction, for steel and concrete will not burn, and there is nothing else in its walls, ceiling and floor. From the godown one passes into a vast main laboratory, packed almost as tight as the engine room of a destroyer with wonderful winding machines and the heavier testing apparatus. Around this are various smaller rooms in which have been installed the smaller apparatus, consisting of instruments of the most delicate recording and testing powers, things which handle an all but invisible thread of silk with all the care that the giant carriers in modern engineering works manifest in dealing with huge girders.

In all this wonderful collection one sees scarcely anything that does not do all the work required entirely by itself. The work is so delicate and the margin allowed for errors in tests or faults in the silk so small that human beings are not trusted. Machines do the testing and record the results, whilst comparative calculations are all worked out on the machines now so common in most offices and all the men have to do is to see that the machines are working smoothly, to watch and to form opinions by results.

The ultimate idea of all this is to secure set standards on which the silk industry can conduct business instead of, as is the case at present in the East, relying on the judgment of mere men, with no two representatives of the species possibly agreeing either on the best form of test or the results obtained by personal tests. The machines admit of no errors and favour no one.

## OTHER SUBSTANCES IN VIEW.

The laboratory, to begin with, has only been fitted up for silk testing, but should the demand become apparent, extensions will be made to include the testing of all kinds of textiles. There is apparatus for reeling and winding, for testing quality and texture, elasticity and strength, degrees of adulteration, either natural, accidental or fraudulent and, indeed, for testing in any form that is required in the trade. The machinery could only be described by an expert, but it can be said that in all the world there is not a more perfectly equipped laboratory for the purpose than this one in Shanghai. Some of the machines and instruments are quite novel and possibly are not working anywhere else, but throughout the place there is nothing that is not the very latest thing of its type, tested and proved.

Then, too, the manner of working is up to date. Almost everything is done in duplicate—on two machines wherever possible—and the results compared, whilst, as a further check, where it is a matter of figures or weights tests are made on both the English and metric systems and checked against each other.

In spite of the present stagnant condition of the silk market, good support has already been given to the laboratory and the large company of Chinese silkworm people at the opening of the premises yesterday showed the greatest interest in the venture.

## THE HARA MURDER.

## Opening of Trial.

The first hearing of the case in which Nakaoka Konichi and Hashimoto Eigori, formerly assistant station master at Osaka, are charged with the assassination of the late Mr. Hara, the Premier, and the instigation of the assassination respectively, was held in the Tokyo Chihō Saibansho last month. Judge Shimoda presided, while Procurator Inomata conducted the prosecution. Messrs. Uragami, Suzuki, Yokoyama and Imamura appeared for the defence. A spacious Court room of the Tokyo Appeal Court was specially chosen for the conduct of the proceedings, but so many people came to hear the trial that the room was filled to overflowing. The two accused took their seats in the dock at 10.30 a.m. under the escort of policemen, both being attired in Japanese clothes. Nakaoka Konichi, the assassin, was the first to be examined. Throughout his examination he maintained a composed attitude, and although he replied in a rather low voice, his answers were clear. In reply to questions put by the Court, the accused explained how he came to hold the Hara Cabinet and its head in abhorrence, because of what he regarded as many cases of maladministration committed by it. As some examples he gave the Nikolaevsk affair, the South Manchuria railway case, the Tokyo Municipal scandal, the opium case, and the Shantung issue.

He said that it was about September last that he first formed a resolution to assassinate Mr. Hara. He thought the Premier must be done away with. He made up his mind to undertake the task himself in default of any other man who could do it. As regards Hashimoto's connection with his deed, he stated that he had no clear memory as to whether he had heard from him personally the story of the maladministration of the Hara Cabinet. He, however, admitted the fact that when the assassination of Mr. Yasuda, the well-known multi-millionaire by a man named Asahi Heigo was reported in the newspapers in September, Hashimoto praised the assassin, who staked his own life on the accomplishment of his object. Hashimoto stated, the accused remarked, that if Hara must be assassinated he must be assassinated in that manner and in a cynical tone he added that Nakaoka was too talkative to do the deed; if he was determined to accomplish it he must do it silently and at the cost of his own life as Asahi Heigo had done. Asked by the Court if Hashimoto uttered these words in earnest or in joke, Nakaoka replied that he was apparently in earnest, though he thought that they were meant as a jeer against him rather than as an instigation to the deed.

At this stage the Court went into a short recess.

## LEGATIONS NO SANCTUARY FOR MARAUDERS.

## Belligerent Chinese Arrested.

Peking, March 19.—Fourteen men of the Chinese marines (guards of the Ministry of the Navy) stationed inside the Chih Hwa-men, while enjoying themselves this morning in Shih Chu Shih Kou (outside the Chienmen) got into an altercation with the police and beat rather severely an officer and constable. Other police came to the rescue of their comrades, whereupon the marines ran away.

Finding that they could not shake off their pursuers, and not unnaturally having an idea that they should find sanctuary in the Legation Quarter, they entered the quarter through the Water Gate. The Chinese police subsequently asked for permission to enter the quarter and arrest the offenders.

The Legation police agreed to their entry, for purposes of identification, and escorted them in their search for the Marines, who were discovered alongside the canal in front of the Italian Legation Guard Compound. Six of them were arrested by the Legation Police and six by men of the Italian Legation Guard.

The Chienmen police and the marines were then handed over to the No. 1 police station of No. 1 district (Morrison street). Two of the marines who lagged behind were arrested outside the Water Gate.

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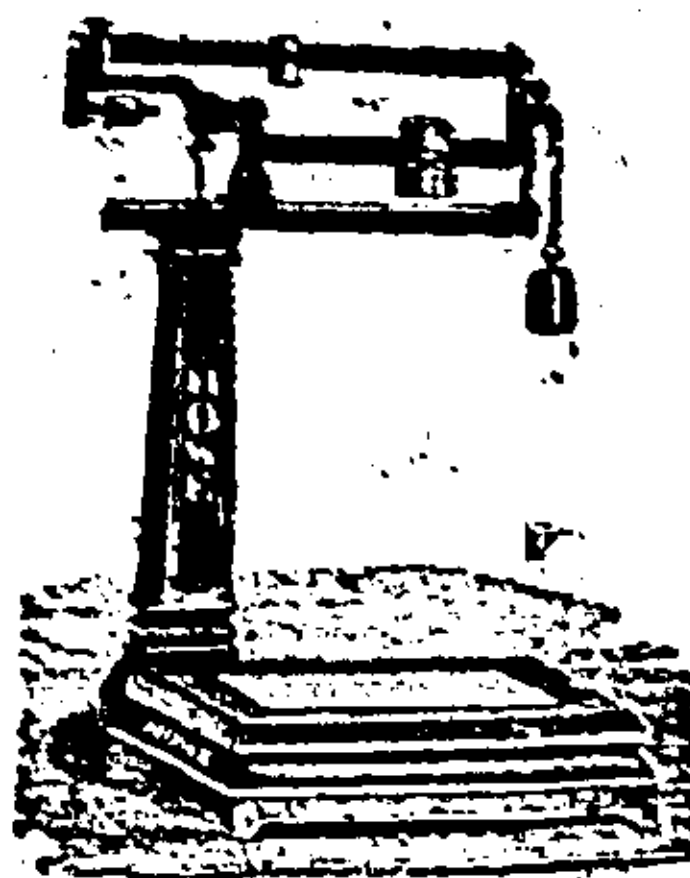
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# The Telegraph.

HONGKONG, 6th April, 1922.

# OUR PRINCE.

The Prince is with us. After long months of eager expectation and many weeks of actual preparation, Hongkong to-day has in its midst the most illustrious guest that has ever visited its shores. That is no overstatement of a fact. In the course of its history, this Colony has entertained many Royal visitors, but it is no exaggeration to say that the princely young man who is now with us easily heads the list in the universality of the affection and admiration which he has won for himself. Seldom is it that royalty, even in the strongholds of monarchism, finds itself so revered and loved as is the Prince of Wales—it is unique that one so young in years should capture the hearts of all with whom he has come in contact as Prince Edward has done.

Wherever the Prince has gone, whether to the Dominion of India, the United States or other foreign lands, he has been acclaimed far and wide as one to whom honour and esteem fall naturally due. In common with the other parts of the Empire which he has visited, Hongkong lays its tribute at his feet, not merely because he is the Heir to the Throne, but because of the high personal qualities of which we know him to be possessed. All who have met him are unanimous in praise of his manliness, his charming personality, his unaffectedness, his courage and his nobility of character. It is because he is a "man" in the fullest sense of the term that we all love and honour him as we do. He is no pampered, characterless, spoiled child of royalty, but a manly, upright and purposeful servant of the Empire over which he will one day be called to rule—conscious of the responsibilities of his high rank and office and ever anxious to labour for the welfare of his beloved father's subjects in all parts of the world. It is a trite saying, but in this case it is the unalloyed truth, that in honouring the Prince as Hongkong is doing to-day and to-morrow, this Colony is honouring itself.

Prince Edward has learned much in the school of experience. By this tour and others which he has undertaken he has acquired a breadth of outlook, an enlarged vision which will fit him for kingship as no other means could have done. It is a striking fact

that there are very few men of his age who have seen so much of the world as he has. He is the most widely-travelled member of any Royal House and there are few even amongst the world's most prominent explorers who have visited more places than he. By personal contact he has gained an amazing wealth of first-hand knowledge of the Empire, its problems and the aspirations of its peoples, and in the larger outside world he has come to know much of foreign lands and their specific affairs. What the Prince did in the war we all know by repute, and some in Hongkong can testify from personal knowledge to his zeal and bravery at the front, which made him the beloved of the "Tommys" everywhere. And in other realms of activity also he has ever aimed to serve the best interests of humanity. At the Consular Address presented to him this morning so well puts it, he has directly exerted a beneficent influence on the course of public events in these distraught and critical times.

Hongkong is the last British possession which the Prince visits on his present tour. He will leave here to proceed direct to Japan, to return the recent visit of the Japanese Crown Prince to England—a compliment which, amongst a people so deeply attached to the Throne as the Japanese, will, we are sure, strengthen the bonds between the two nations. This Colony unfeignedly rejoices at the opportunity which has been provided of demonstrating by personal contact its willing homage to the illustrious Heir to the British Throne; it will long treasure in its memory this happy visit; and it will ever hope that good fortune and happiness may rest on one who is indeed a prince amongst princes.

# DAY BY DAY.

IT IS THE MAN OF FAITH, AND HENCE OF COURAGE, WHO IS THE MASTER OF CIRCUMSTANCES AND WHO MAKES HIS POWER FELT IN THE WORLD.

The engagement is announced of Mr. D. G. M. Bernard to Miss Betty Addis, daughter of Sir Charles Addis.

We are informed by Bishop Pozzoni that the faithful of his Vicariate are dispensed from fasting and abstinence on Friday, 7th April.—*Advt.*

Messrs. Brewer and Co. will have for sale on Friday, 7th, instant, photographs of the landing of H.R.H. the Prince of Wales, the night illuminations, etc.—*Advt.*

A murder mystery with a most unexpected solution is the basis of the plot of "A Voice in The Dark," a new Goldwyn picture, which comes to the World Theatre for four nights, commencing Friday 7th inst. It is a Frank Lloyd production, and declared to be a masterpiece. The surprise element of the play is carefully followed out, so that the audience, until the very final scenes, does not know the identity of the murderer.

The Canton Municipality authorities have decided to regulate the posting of bills. The pictures and words printed on bills are sometimes far from facts and the authorities have decided that original copies must first be sent to the Municipality, before they are allowed on the street or distributed.

The Canton Municipality has decided to utilise the ground occupied by the different monasteries of the city for the school buildings. Since all the monasteries were government property, orders have been given by the Municipality to the effect that they must be returned to the government, to be used for school buildings. The monks or nuns have been notified to move as soon as possible, so that work on construction will be started by the Public Works Department at an early date.

# THE "INTERNATIONALS."

Mr. Ramsay MacDonald's Protest.  
(Reuter's Service.)

Berlin, April 5. At the conference of the executives of the three Socialist Internationals, Mr. Ramsay MacDonald declared that the methods of the Bolsheviks towards the Georgians were similar to those of Tsarist Imperialism. He insisted upon the appointment of a commission to examine the questions of Georgia and liberation of the Russian Social Revolutionaries before the Second International could continue the conference.

M. Chicherin, in the course of an interview with the *Freie Presse*, insisted that Russia was going to Genoa on a footing of equality and would not tolerate discussion of the relations with Georgia and other Soviet republics.

The Communist paper *Notre Patrie* attacks Mr. MacDonald as the English Imperialist who is sabotaging the conference.

Lenin's Disease Curable.

Riga, April 5. The German specialists, Dr. Forster and Klenperer, who are returning from Moscow, declared that Lenin's illness is curable, and that he is still working. They are not permitted to state the nature of the disease, but it is not cancer.

# THE PREMIER'S SPEECH.

Criticism Abroad.

London, April 5. Both New York and Berlin are disappointed at Mr. Lloyd George's speech, and Paris is only partly satisfied.

The *New York Tribune* thinks the defence of his Russian policy weak. The *New York World* considers that it is not only idle but insincere to talk about an economic revival without indicating how the French and American attitude scotched his plan.

The German newspapers assert that Mr. Lloyd George shrunk from a fight for reconstruction on behalf of all reasonable men and that he declared Europe has lost her leader.

French editorials welcome Mr. Lloyd George's firmness regarding revision of the treaties, reparations, and Russian debts, but are pained at his comparison of the Russian and French revolutions, which they term a travesty of history.

# GAMBLING DECISION.

Position of Trustees.

London, April 5. Mr. Justice Astbury has decided that a trustee in bankruptcy is unable to recover from a Brighton bookmaker £295 paid by cheque by the bankrupt to meet betting losses.

The action is one of five by trustees, who desire it to be regarded as a test case. Mr. Justice Astbury said that an ordinary litigant is entitled to judgment under the House of Lords decision in the case of *Butter & Briggs*; but the plaintiff, as a Court officer, was subject to the discretion of the Courts. It would be disastrous to the administration of justice if Courts allowed their officers to transgress elementary principles of fair and honest dealing. There was no provision in the Bankruptcy Act entitling trustees to rob bookmakers.

His Lordship ordered a stay of proceedings and granted leave of appeal.

# RUBBER RESTRICTION.

Negotiations with Dutch Indies Proceeding.

London, April 5. In the House of Commons, replying to a question in regard to the report of the Colonial Office rubber committee and negotiations with the Dutch Indian Government, Mr. Churchill said that he was not in a position to make a statement at present, as negotiations were still proceeding. He was unable to hold out prospects of an early agreement.

# INTEREST ON WAR DEBTS.

Britain Follows U.S.

London, April 5. Britain has addressed a Note to all her Allied debtors saying that, as Britain has to pay interest on her debt to the United States following the lapse of the Anglo-American convention on May 15, she deserves the right of calling upon her debtors also to pay interest.

# TRADE UNION SPLIT.

"Black Tuesday".  
(Reuter's Service.)

London, April 5. The point on which the engineering Unions have split is that the Amalgamated Engineering Union, consisting of skilled workers, refuse to concede the point that managerial functions shall prevail in the shops subject to any modification mutually agreed upon as the result of subsequent negotiations, whereas forty-seven Unions, consisting of unskilled and semi-skilled workers, are agreeable to the exercise of functions prior to the negotiations, but though it has accepted the principles as a new basis of negotiations the application thereof raises big questions that must be decided before an agreement is reached.

It is emphasised to-day that a settlement is still possibly remote, but the recriminations have divided the Unions and already occasioned talk of "Black Tuesday", comparable with "Black Friday", when the Triple Alliance collapsed.

Lock-Out Suspended.

London, April 5. The employers have agreed to suspend the lock-out notices against forty-seven Unions pending the reopening of negotiations to-day.

# AMERICAN COAL STRIKE.

Miners Conciliatory.

Washington, April 5. Mr. Nolan, chairman of the committee investigating the coal strike, has telegraphed the mine-owners of the central bituminous coalfield that the United Mine-workers are willing to meet the mine-owners' representatives with a view to settlement of the strike, and have suggested a meeting at Washington on April 10.

Cleveland, April 5. The Pittsburgh Mine-owners' Association has declined Mr. Nolan's invitation. Several subdivisions of the mine-owners in the central bituminous coalfield are meeting to consider Mr. Nolan's proposal.

# MUNITIONS TUG.

Quantity Exaggerated.

London, April 5. In the House of Commons, in reply to questions, Mr. Churchill stated that the ammunition captured from the tug mentioned in the message of the 4th inst., could not exceed 25,000 rounds, not half a million, as at first believed.

[The previous message stated that a munitions tug had been seized by Irish Republicans.]

# MESOPOTAMIAN GOVERNMENT RESIGNATIONS.

London, April 5.

In the House of Commons Mr. Churchill stated that five members of the Mesopotamian Government had resigned owing to difference of opinion in regard to the methods of dealing with raids on the southern border, with which the Air Force meanwhile had satisfactorily dealt.

# CZECHO-SLOVAK LOAN.

London, April 5.

The prospectus has been issued of a Czecho-Slovak State Loan of £10,000,000, of which £2,800,000, eight per cent. sterling bonds, at the price of 96½, will be offered in London.

# M. MILLERAND'S MOROCCAN TOUR.

Casa Blanca, April 5.

President Millerand has arrived aboard an armoured cruiser for a six weeks' tour of Morocco, Algeria, and Tunis. There is a long list of official ceremonies.

# P. & O. DIVIDEND.

London, April 5.

The P. and O. Company has declared an interim dividend at the rate of 12 per cent. per annum on deferred shares, tax free, for the six months ended March 31st.

# FRENCH MAIL TRAIN ROBBED.

Paris, April 5.

Thieves held up the Paris-Mediterranean mail train between Paris and La Roche, and stole thirty mail bags from England destined to Italy.

# VISCOUNT HARCOURT'S WILL.

London, April 5.

The late Viscount Harcourt left £199,000.

# TO-DAY'S MISCELLANY.

Gray's letters to Walpole, which are to be sold at Sotheby's are more entertaining than was some of his conversation. In a Continental tour made by the two friends, Walpole wearied of his companion, and they parted company. Although they "made it up" again and Gray wrote an ode to his friend's favourite cat, the diplomatist gave the post away in his correspondence. In one of his letters Walpole says that at a country house party the only remark made by Gray during the evening was, "Yes, my lady, I believe so"—to Lady Aylesbury.

Mayo College, which the Prince of Wales has aptly described as the "Eton of India," was founded at Ajmer in 1863 as a public school, ordered largely on English lines, for the sons of the ruling princes and chiefs of India. It owes its establishment to the enlightened policy of the great Earl of Mayo, after whom the college is named—the Viceroy who, in his fiftieth year, was assassinated by a fanatic in 1872. All the boys are of the highest caste, destined by birth to high places and power, and many of them after leaving Mayo College come to England to complete their studies.

In leaving a shilling to his brother in order to ensure that he had no benefit from the estate, Sir Thomas Owen recently deceased, was following out the old Roman law. A testator was under this obliged to name all heirs that were "in his power," otherwise a will might be set aside. If a legacy, however small, were left, it was taken as proof that the testator had not lost his reason or his memory; but if a child were ignored the will would be *inofficiosa*—deficient in natural duty. It was this rule that originated the familiar phrase, "cutting off with a shilling."

Dr. Rathenau, whose recent mission to London attracted so much notice, is not only a physical giant, he is an intellectual Even while the millionaire captain of industry was organising the resources of Germany to withstand the pressure of the great blockade, he found time to philosophise in the magazine. He is said to be able to speak most European languages with the ease and precision of a native. Two years before the war began Dr. Rathenau wrote an article which appeared in the *Daily Chronicle* on the "Right Ground for an Understanding between England and Germany." One sentence in view of the doctor's present industrial-recovery mission, is worth recalling. "In no way can war be looked upon as something worth striving for; for it would have only one certain result, and that would be to transfer finally the industrial supremacy of the world to the other side of the Atlantic Ocean."

One often sees it stated that a bride or bridegroom is related to half the peerage, and certainly Princess Mary's husband can claim this distinction. He is a cousin of the Duchess of Buccleuch, his mother and the Duchess's father, the late Lord Bradford, having been sister and brother, and Lord Dalkeith, a cousin once removed, married a relative, Miss Molly Lascelles, grand-daughter of our one time Ambassador to Berlin, the late Sir Frank Lascelles. His only brother, Captain Edward Lascelles, chose for his bride Mr. Balfour's favourite niece Joan, daughter of Lady Frances Balfour, a sister of the late Duke of Argyll, and through this union Lord Lascelles has a family connection with his fiancée's great aunt, Princess Louise, Duchess of Argyll. Added to all this he has kinship with Lord Howard de Walden, both having a common ancestor in General John Scott of Balcomrie, Fife. One of the General's heiress-daughters married the fourth Duke of Portland (the present duke is not, however, a descendant), and another was Viscountess Canning, wife of George Canning, the Prime Minister. This couple's only daughter married the first Marquis of Clanricarde, whose eldest daughter was Lord Harwood's mother. Through his grandmother, Lord Lascelles has some notable relatives, among them Lord Cork and Lord Alington, and it was, of course, through her that he came into the vast fortune of her brother, the last Marquis of Clanricarde, his great uncle.



## THE ROYAL VISIT.

(Continued From Page 1.)

bonds of sympathy and understanding between the peoples of the world. In the solution of the problems now facing statesmen in all civilized countries, every nation is alike vitally concerned. And we recognize in Your Royal Highness one who will always uphold just dealings between men and between nations.

In presenting this address, we desire to signify our profound respect for Your Royal Highness, and our realization of the beneficent influence exerted by His Majesty the King, through Your Royal Highness, and by Your Royal Highness directly, on the course of public events in these distraught and critical times. We venture to predict for Your Royal Highness the continued success of your present undertaking and complete accomplishment of the high objects of your mission.

The signatories to this address were:—William Holt Gale (Consul General for the United States of America, also representing Sweden), J. Gregano Fernandez (Acting Consul for Portugal), G. S. Lechner (Acting Consul General for the Netherlands, also representing Denmark), Paul Kremer (Acting Consul General for France, Belgium, Acting Consul for Spain and Cuba), Kiehi Gunji (Acting Consul General for Japan), C. P. Chater (Consul for Siam), Jose M. Alves (Consul for Brazil), P. V. Botelho (Consul for Nicaragua), J. P. Braga (Consul for Guatemala), L. Petrucci (Consul for Italy), Sverre Berg (Acting Consul for Norway).

## Shanghai's Address.

The last address was that from British communities in the Treaty Ports. Messrs. E. C. Pearce and E. F. Mackay both ascended the dais.

Mr. E. C. Pearce said:—May it please Your Royal Highness.

We, the undersigned loyal subjects of His Majesty King George representing the following National Societies and Associations of China:—China Association, Associated British Chamber of Commerce in China, St. Andrew's Society, St. Patrick's Society, Royal Society of St. George, St. David's Society, Canadian Association of China, United Services Association Great War 1914-1918, and British Women's Association.

Begin most respectfully to approach Your Royal Highness with an address of welcome and to offer Your Royal Highness our heartfelt congratulations on your safe arrival in this distant outpost of the British Empire.

In asking Your Royal Highness to accept this address, we desire to express our keen appreciation of the gracious interest Your Royal Highness has always taken in all that concerns the welfare and happiness of the subjects of Your Royal Father whether, as here in Hongkong, they be resident within the British dominions, or dwell beyond its limits as is the case of the British Communities in China, and we feel that we are expressing the feelings of our fellow-countrymen throughout the vast Republic of China when we say that your visit will knit together more firmly than ever the ties that bind us to our King and our Mother Country.

It is a matter of sincere regret to all Britons in China and to the British Community in Shanghai in particular that it has found it impossible for Your Royal Highness to pay a visit to one or other of the Treaty Ports on your way to Japan but we are in some measure compensated for our loss by the fact that through the courtesy of the British Community of Hongkong, the British Communities in China have been permitted in the person of their representatives here to take part in your welcome to the Far East.

## The Prince's Reply.

Having first asked all present to be seated and speaking in a clear voice, His Royal Highness said:—

Your Excellency and Gentlemen:—

It is a source of great pleasure to me to visit this far-famed outpost of the British Empire, and I am sincerely grateful to you for the words in which you welcome me here to-day.

The enterprise and perseverance of British pioneers

in the last century, whose foresight in establishing this Colony on what was then a barren and unhealthy island has brought its reward to succeeding generations. This splendid harbour, and rapidly growing docks, the houses and the roads that are being built in every direction, together with the beauty of scenery and cultivation that has taken the place of its former aridity bear witness to this and have made Hongkong one of the principal ports of the world.

During the Great War, now happily ended, Hongkong was able to carry on shipbuilding with unabated energy and was one of the first of the Colonies to introduce compulsory service.

I have learned with feelings of the greatest pride that well over 500 men left the Colony for Active Service, which in those days was about one-third of the British male population of the Colony.

Gentlemen of the Chinese Community of Hongkong:—The life of this Colony and its prosperity is interdependent on the British and Chinese dwellers on the island. Bordering on the ancient China, with its centuries of history and of experience, Hongkong forms a meeting place that should be of mutual advantage to both civilisations.

Great Britain has always displayed a lively and unflinching interest in the development of China and in all that appertains to its prosperity, and your zeal in the promotion of the Colony's welfare, combined with the cordial friendship that has always existed between the races in Hongkong, augurs well for its future advancement.

Gentlemen of the Foreign Communities Resident in Hongkong:—I cordially appreciate the welcome which you, in common with His Majesty's subjects, have accorded me.

The sentiments to which you give expression are indeed gratifying, emanating as they do from the representatives of other nations whose interest in the progress of the Colony is as active as our own, and who are materially helping to make Hongkong one of the greatest international trading centres in the East.

I understand that during the war valuable service to the Colony, in the shape of special constabulary and reserves, was rendered, not only by large numbers of the Chinese community, but by many others of foreign nationality. I feel sure that the cordial relationships so happily existing will secure your co-operation at all times in the mutual defence of the Colony's interests.

Gentlemen Representing the British Communities in the Treaty Ports of China:—I thank you for the terms of your address and sincerely share your regret that the limited time at my disposal has made it impossible for me to visit any of the Treaty Ports.

I would ask you to convey this expression of my regret to the British communities in China, with my heartfelt wishes for their prosperity. It affords me much pleasure to receive your assurance that my visit here will bind the link connecting you with the Throne and the Mother Country.

Your Excellency and Gentlemen:—In thanking you once again for your welcome, let me assure you that I will most certainly convey to my father, The King, your

message of loyalty and devotion and shall look forward to the opportunity of telling His Majesty of my first visit to your magnificent port.

The conclusion of the Prince's reply was the signal for a demonstration of great enthusiasm. As the Prince walked down the centre aisle he was cheered to the echo.

As he left the Pavilion the Prince was given a rousing send-off, and all along the line of his route to Government House he was heartily cheered.

The Prince was preceded by H.E. the Governor, who rode in a black chair with trappings of scarlet, and fitted with a black canopy, borne of the shoulders of eight coolies in similar uniforms to those worn by the Prince. Behind His Royal Highness's chair walked Capt. Neville, Royal Marines, as A.D.C. Following in three four-bearer chairs were members of the Prince's staff.

## AT GOVERNMENT HOUSE

## Inspection of Scouts.

Arriving at Government House, His Highness inspected the Boy Scouts and Girl Guides, who were under the command of the Rev. G. T. Waldegrave, M.A. Here was drawn up a guard of honour from the Hongkong Volunteer Defence Corps, the officers in charge being 2nd Lieut. A. Murdoch and 2nd Lieut. T. W. Hill, M.C. The Pipe Band of the Scottish Company which was in position on the left of the Guard of Honour, played as the Prince carried out an inspection. As the Prince passed on to the lawn only the Wolf Cubs (junior scouts) and Brownies (junior guides) were visible. They were lined up in horseshoe formation on the lawn, facing the entrance to the grounds. The Boy Scouts and Girl Guides were concealed in the trees behind.

As His Royal Highness appeared, the Cubs and Brownies gave a grand hurl, and at the same time the colour bearers, standing at intervals behind the horseshoe, dipped their standards. The colours were raised and a whistle sounded. Immediately the scouts and guides rushed from their places of concealment and, in a manner which speaks well for their training, formed up in patrols beside their respective troop colours, standing at the "at-ten-tion." Another whistle was sounded and then, with one accord, the whole body, raising their staves in their right hands above their heads, gave the rousing Chinese expression of welcome, "Kung Ying."

After inspecting the troops, His Royal Highness presented the Girl Cross to Patrol Leader Lo Kwak-chung, 7th Hongkong Troop, for life saving, an account of which heroic deed has already appeared in these columns.

## Prince's Congratulations

His Royal Highness, in a short speech to the assembled children, said:—It is a very great pleasure to me to have this opportunity of seeing you this morning. As I realize that you have only been started a little over a year, I congratulate you on your very smart appearance. I wish you every possible success here in Hongkong and I hope more boys and girls will follow your example and join up. Standing to the "salute," the National Anthem was lustily sung. Hearty cheers for the Prince were given and His Royal Highness left to takeiffin at Government House. The troops formed up and then marched away.

The following troops participated:—First Hongkong Troop (St. Joseph's College), Scoutmaster L. Gutierrez; Second Hongkong Troop (St. Andrew's, Kowloon), Scoutmaster A. M. Farrell; Third Hongkong Troop (First Wanchai), Scoutmaster A. Kirk; Fourth Hongkong Troop (Murray), Scoutmaster A. White; Fifth Hongkong Troop and river scouts, Scoutmaster K. W. Barney; Sixth Hongkong Troop (Ellis Kadorie School), Scoutmaster L. M. O'Brien; Seventh Hongkong Troop (Saiyungpun School), Scoutmaster Y. T. Leung; Eighth Hongkong Troop (Wesleyan), Scoutmaster T. K. Chak. Wolf Cubs:—Third Hongkong Pack, Cubmistress, Miss Williams; Fourth Hongkong Pack, Cubmaster O'Brien; Fifth Hongkong Pack, Cubmaster Y. Fenton.

Girl Guides:—First Hongkong Troop, Capt. Mrs. Reed, Asst. Capt. Miss Warren; Second Hongkong Troop, Capt. Miss Price, Asst. Capt. Miss Shes; First Wanchai Troop, Capt. Mrs. Perri; First Kowloon Troop,

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## "PHILIPS"



Capt. Mrs. Trowbridge; Second Kowloon Troop, Capt. Miss Irving; Peak Brownie Troop, Brown Owl, Miss H. Irving.

## The Ex-Service men's Reception.

The reception for ex-Service men held this afternoon was successful in every way. The number of men invited to be present was about 500 and among them were those who had seen service on many fronts. Not only ex-service men in civilian life here but also many members of the Police Force, over 50 members of the Mercantile Marine, Indian police from Macao and Hongkong, ex-Service men from Canton and French ex-Service men were present. The reception was held at Government House.

Owing to the rain, numbers of ex-service men had assembled at the Pavilion, thinking that the reception would be held there. Shortly before half-past two, however, a message came down to say that His Royal Highness would meet them at Government House.

On arrival there, the men filed through Government House, entering at the front door and leaving by the rear entrance. On the verandah facing the harbour, stood the Prince, who shook hands with every one present, stopping many of them for a short chat about their war service.

When all the ex-Service men had passed through the house on to the lawn at the rear, the Prince came out to speak, but the cheering was so deafening that for some minutes it was impossible for him to do so. The customary three cheers were given, but the usual one "tiger" was not sufficient to show their enthusiasm. Again and again "tigers" were given but at last the cheering stopped and His Royal Highness was able to speak.

The Prince said:—"Thank you very much, gentlemen. I am very glad to have this opportunity of seeing you this afternoon. It is very kind of you to come. I am sorry I am not going to see the ex-Service men of Shanghai and in other parts of China; perhaps you will give them a message from me. I wish everybody out here the best of luck."

The Prince was cheered to the echo after this short man-to-man address.

A His Royal Highness turned to go back to the house, the large crowd on the lawn sang "For He's a Jolly Good Fellow," and no one could say enthusiasm was lacking.

## ALLEGED HOARD AT PEKING.

## A Hunt For Treasure.

Peking, March 3.—Although an entire day spent yesterday in digging for the treasure supposed to be hoarded in the garden of the General Staff just behind the main building, and although a depth of fifteen feet has been sunk, nothing came out of the search except a heap of broken tiles. The digging work commenced early yesterday morning and was under the supervision of Mr. Chu Lantien, a mining merchant. The garden which had been deserted for many a long day at once became a scene of life and bustle as many employees of the staff were gathered there, eager to see the work successful, since the man who organizes the search promised to give thirty per cent of the value of the treasure to them for the payment of their salaries. The digging will be continued to-day and additional workmen have been employed. The servant of Mr. Yang, who gave the information that there was treasure hoarded in the garden, still insists on the existence of the hoard.

## News in To-day's New Advertisements.

Consignees of cargo per s.s. Ajax are notified that their cargo has been brought forward by the Machaon.—Page 5.

Overcarried cargo by the Shinyu Maru has arrived by the Amazon Maru.—Page 5.

The Anderson Music Co. advertises more new dance records.—Page 4.

The World Theatre is offering a special attraction, "A Voice in the Dark," for four nights, commencing on Friday.—Page 4.

The Hongkong Hotel's motor coach service to the Races tomorrow starts from Pedder Street at 2 p.m.—Page 4.

Mr. D. G. Gow is now acting as Secretary to the Hongkong & Whampoa Dock Co.—Page 4.

Claims against the estate of the late Sir Ellis Kadorie must be in by April 28th.—Page 4.

The Hongkong Electric Company's annual general meeting will be held on April 22nd.—Page 4.

Electric signs for the convenience of dangers have been erected in the Prince's Pavilion.—Page 4.

Golfers are referred to the notice regarding train service on page 4.

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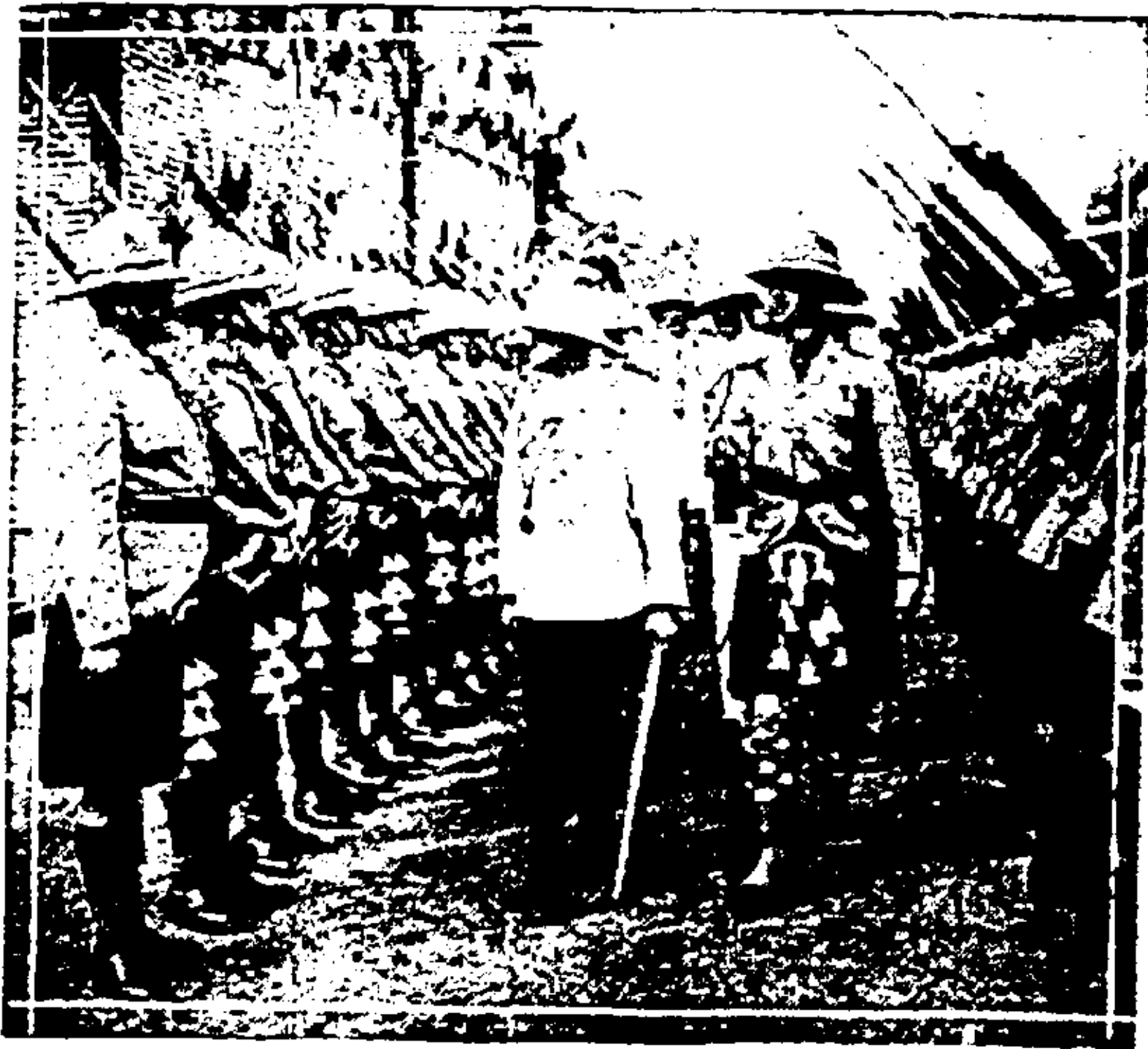
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TEL. 2577.



# THE PRINCE'S TOUR

## PICTURES FROM INDIA.



The Prince is shown at Poona Railway Station inspecting the Guard of Honour of the Argyll and Sutherland Highlanders.



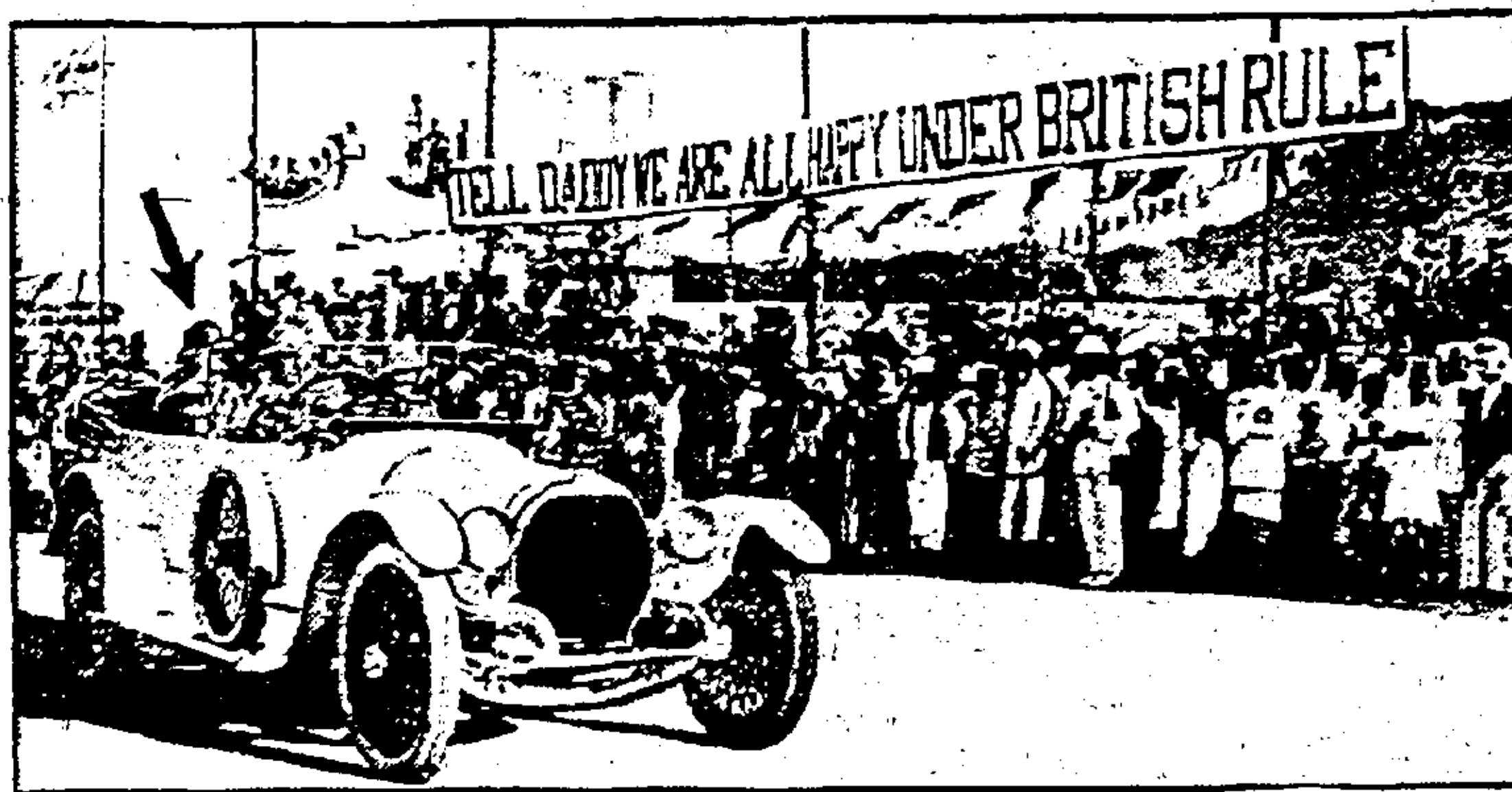
Here the Prince of Wales is shown in a howdah, on the alert for a tiger about to break cover in the jungles near Nepal.



Tiger shot by the Prince near Nepal. Behind the beast (left to right) are Vice-Admiral Sir Lionel Halsey, the Prince and Lord Louis Mountbatten, all of whom are now in Hongkong.



The Arab polo pony, shown above, was given to the Prince in India as a Christmas present.



H.R.H. is here seen being greeted by the populace in Bombay.



This photograph was taken at Udaipur, at the residence of the Maharajah of Kumarand, who is seated on the right of the Prince.



The Prince riding out to his first pig-sticking expedition in India—at Jodhpur.







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Express of Asia	May 18 June 5	Express of France	June 13 June 20
Express of Russia	June 15 July 5	Express of Britain	July 11 July 18
Express of Asia	July 15 July 31	Express of France	Aug 2 Aug 15
Express of Russia	Aug 10 Aug 23	Express of Britain	Sept 5 Sept 12

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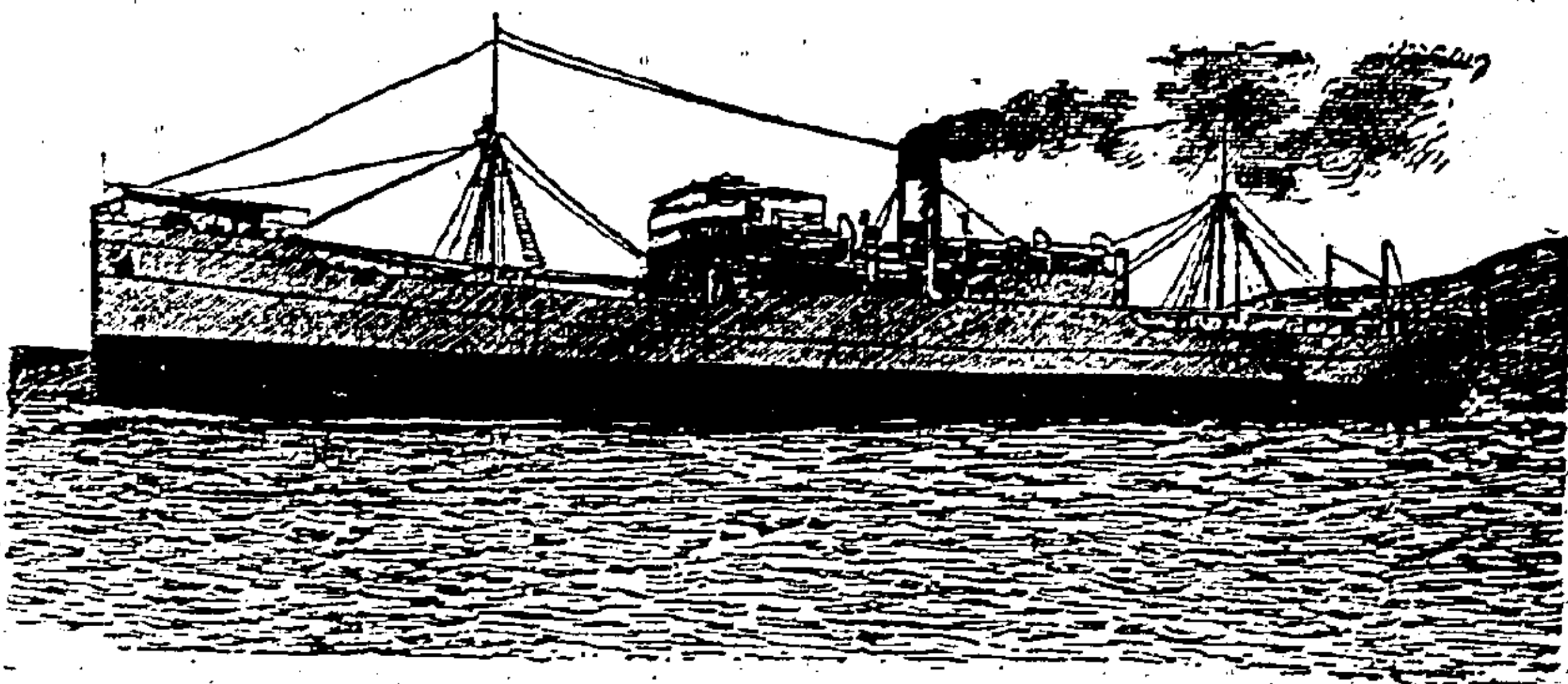
TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1: A.B.C. Fifth Edition Engineering, First and Second Editions

Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,

to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK, HONGKONG.

## COMMERCIAL NEWS.

## STRAW HATS.

Tien Chung-yih, a Honanese merchant, is raising subscriptions for the establishment of a straw hat manufacturing company in Kaifeng. Preparations are now in progress. Prior to the establishment of the company, he intends to open a Straw-braid Training School for Girls.

## JAPAN'S IRON AND STEEL

## PRODUCTION.

The output of the iron and steel industry in Japan has fallen off considerably since 1919 and a further reduction is looked for when armament limitation becomes effective. Mr. Yamamoto, the Minister of Commerce and Agriculture, told the members of the Budget Committee of the House of Peers that the production of the Yawata Steel Works for 1919 amounted to 510,000 tons of pig iron, and 530,000 tons of steel. In 1921 the output was 500,000 tons of pig iron and 530,000 tons of steel. Mr. Shirane, chief of the Yawata Works, said that foreign iron and steel are imported and sold at lower prices than the Japanese manufacturers can meet and that the armament limitations would reduce the output of finished steel by about 60,000 tons annually.

## GERMAN FUEL PRODUCTION.

German fuel production figures for 1921 make interesting reading in conjunction with British returns. In round figures, the British output of coal last year was 124,000,000 tons below the 1913 record. British exports were 47,000,000 tons below the record. Thus British internal industries consumed 77,000,000 tons less in 1921 than in 1913. Taking Germany as it stands to-day, geographically, and comparing this Germany with the same area in 1913, we find wonderful evidence of industrial activity in that country, contemporaneously with depression in Britain and other countries. The German production of coal in 1921 has been 36,000,000 tons less than in 1913, but the output of lignite has been 35,000,000 tons greater than in 1913. Germany has thus produced as much fuel, within a million tons, in 1921 as in 1913, though some little allowance must be made for the difference between the quality of coal and that of lignite. Allowing for this, the German production, measured in terms of heat value, is less than 5 per cent. below the pre-war record. But that is not all. Before the war Germany exported well over 30,000,000 tons of fuel in a year. In the year just past Germany has hardly exported 20,000,000 tons. Eliminating again from the calculation the pre-war exports of the provinces which have been cut from Germany, we see that the present Germany, in spite of all that we hear about compulsory exports of reparation coal, has actually exported in the last year less than she exported in the ordinary way before the war. From this it follows that the net consumption of fuel in Germany in 1921 has been greater than in 1913.



Shipping to Europe, Australia, and other Ports.

**P. & O.-BRITISH INDIA. APCAR****EASTERN & AUSTRALIAN LINES.**

(COMPANIES INCORPORATED IN ENGLAND)

Straits &amp; Burma, Ceylon, India, Persian Gulf, West Indies, Mauritius, East &amp; South Africa, Australasia, including New Zealand &amp; Queensland Ports, Red Sea, Egypt, Europe, etc.

PENINSULAR &amp; ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS (UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination
SICILIA	6,700	8 Apr. 4 p.m.	S'pore, Colombo & Bombay
NOVARA	6,900	12th Apr.	M'les, London & Antwerp
KALYAN	9,000	26th Apr.	M'les, London & Antwerp

## BRITISH INDIA-APCAR SAILINGS (South)

G. APCAR	—	18 Apr. 10 a.m.	Calcutta via Singapore and Penang.
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## EASTERN &amp; AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	12th Apr.	Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
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## SAILINGS TO SHANGHAI &amp; JAPAN.

BURYALUS	—	6th Apr. noon	Amoy only.
JANUS	—	10th Apr.	Shanghai & Kobe.
PLASSY	7,490	11 Apr. 4 p.m.	Shanghai, Kobe & Yham.

All dates are approximate and subject to alteration without notice. WIRELESS ON ALL STEAMERS.

Passengers measuring over 6 ft. 6 in. x 1 ft. 11 in. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight etc. apply to MACKINNON, MACKENZIE &amp; CO. Agents. 22, Des Voeux Road Central.

**GLEN AND SHIRE.**

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA &amp; JAPAN Service.

## OUTWARDS.

Vessel	Due Hongkong.
S.S. "CARNARVONSHIRE"	16th April.
M.V. "GLENHARRY"	27th April.
S.S. "GLENIFFER"	6th May.
"PEMBROKESHIRE"	23rd May.

## HOMEWARDS.

Vessel	Leaves Hongkong.	Discharges.
M.V. GLENTARA	6th Apr. GENOA, L'DON, R'DAM, H'BERG.	
GLENARIFFE	13th Apr. GENOA, L'DON, R'DAM, H'BERG.	
GLENOGLE	6th May. GENOA, L'DON, A'WERP, H'BERG.	
GLENAPP	15th May. GENOA, L'DON, R'DAM, H'BERG.	
S.S. CARNARVONSHIRE	15th June. L'DON, HULL, R'DAM, H'BERG.	

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE, MATHESON &amp; CO., LTD.

THE GLEN LINE, LTD.

AGENTS. Telephone No. 215, sub-ex. 23 and 3695.

**JAVA-CHINA-JAPAN LIJN.**

Regular Fortnightly Service between JAVA, CHINA and JAPAN.

Steamer	From	Expected on about	Will leave on about	For
Tjilatjap	Java	7th Apr.	15th Apr.	Java
Tjipanas	Java	11th Apr.	16th Apr.	Saigon.
Tjitaroen	Java	12th Apr.	—	—
Tjikembang	Shanghai	14th Apr.	17th Apr.	Batavia direct
Tjilmanok	Java	21st Apr.	26th Apr.	Shanghai

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through-rates to all ports in Netherlands-India and Australia."

## ALSO OPERATING

## JAVA PACIFIC LIJN.

## NEXT SAILING.

Steamer	From	Expected on about	Will leave on about	For
Tjisalak	Java, M'la	14th Apr.	16th Apr.	V'ver direct
Bintang	Vancouver	30th Apr.	3rd May.	Java.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574.

York Buildings.

Shipping to Europe, Australia, and other Ports.

**N. Y. K.**

SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE &amp; VANCOUVER via S'hai &amp; Japan ports. Through Bills of Lading issued to all Overland Common Points in U.S.A. &amp; Canada.

(For Manila, Kobe &amp; Yokohama)

SUWA MARU ... Thursday, 13th April, at 11 a.m. (To be transhipped at Kobe into SHIMIZU MARU.)

MARSEILLES, LONDON &amp; ANTWERP via Singapore, etc.

ATSUTA MARU ... Friday, 14th Apr. at 11 a.m.

HAMBURG via LONDON, HULL &amp; ROTTERDAM.

DAKAR MARU ... Friday, 14th April.

LIVERPOOL via MARSEILLES.

TOYOHASHI MARU ... Second half of April.

SYDNEY &amp; MELBOURNE via Manila, etc.

NIEKO MARU ... Tuesday, 18th April at 11 a.m.

AKI MARU ... Tuesday, 16th May at 11 a.m.

NEW YORK via PANAMA.

MAYEASHI MARU ... Friday, 14th April.

NEW YORK via Suez.

RIO DE JANEIRO, SANTOS &amp; BUENOS AIRES via Cape.

BOMBAY via Singapore, Penang &amp; Colombo.

TAMBA MARU ... Tuesday, 11th April.

CALCUTTA via Singapore, Penang &amp; Rangoon.

NAGASAKI, KOBE &amp; YOKOHAMA.

NAGANO MARU ... Friday, 14th April at 11 a.m.

SHANGHAI, KOBE &amp; YOKOHAMA.

TOKUSHIMA MARU ... Sunday, 9th April.

For further information apply to— NIPPON YUSEN KAISHA.

Telephone Nos. 292 &amp; 293. K. H. KAMEI, Manager.

**DODWELL & CO., LTD.**

## REGULAR SAILINGS TO NEW YORK &amp; BOSTON

FOR NEW YORK &amp; BOSTON.

S.S. "BOLTON CASTLE" Sailing on or about 5th April.

"KENDAL CASTLE" Sailing on or about 17th April.

## LLOYD TRIESTINO.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

## FOR SHANGHAI.

S.S. "PERSIA" Sailing on or about 30th April.

S.S. "TRIESTE" Sailing early in May.

## FOR BRINDISI, VENICE &amp; TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "PERSIA" Sailing on or about 5th May.

S.S. "TRIESTE" Sailing end of May.

Passengers' Luggage can be insured at the office of the Agents.

## NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service.

FROM CALCUTTA TO SOUTH AFRICAN PORTS.

S.S. "UMONA" Sailing about the end of April.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL &amp; CO., LTD.

Telephone 1030. Agents.

**AUSTRALIAN ORIENTAL LINE.**

HONGKONG TO PHILIPPINES &amp; AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
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This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield &amp; Swire.

Telephone No. 36. Agents.

**"ELLERMAN" LINE.**

(ELLERMAN &amp; BUCKNALL STEAMSHIP CO., LTD.)

## FREIGHT &amp; PASSENGER SERVICE

## OUTWARDS.

## HOMEWARDS.

City of Calcutta 1st May. M'les, L'don, Dunkirk &amp; Antwerp.

Subject to change without notice.

For particulars of freight and passage rates apply to—

THE BANK LINE, LTD.,

or to REISS &amp; Co. Canton General Agents.

COASTAL SHIPPING.

**INDO CHINA STEAM NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
SHANGHAI	Chakrang	Fri. 7th Apr. at 5 p.m.
SHANGHAI via Swatow	Hiansang	Fri. 7th Apr. at noon.
MANILA	Yuenang	Sat. 8th Apr. at 3 p.m.
SANDAKAN	Mausang	Mon. 10th Apr. at noon.
HAIPHONG via Hoithow	Taksang	Wed. 12th Apr. at 8 a.m.
TIENTIN	Cheungshing	Wed. 12th Apr. at noon.
SHANGHAI	Hopsang	Sat. 15th Apr. at 10 a.m.
BANGKOK via Swatow	Leesang	Tues. 18th Apr. at 3 p.m.
STRAITS & Calcutta	Kumsang	Thurs. 20th Apr. at 3 p.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returnings from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light &amp; Fans and carry a fully qualified Surgeon.

SHANGHAI LINE: Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoithow when inducement offers.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" &amp; "MAUSANG", both steamers having excellent passenger accommodation.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTIN LINE.—A regular service is run from March to Nov. between H'kong &amp; Tientin calling at Weihaiwei &amp; Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

**CALCUTTA LINE.**

S.S. "Kumsang" will be despatched on or about Thursday, 20th April, at 3 p.m. for SINGAPORE, PENANG &amp; CALCUTTA. Through Bills of Lading issued to—RANGOON, PORT SWETTENHAM &amp; MADRAS &amp; DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON &amp; CO., LTD.

Telephone No. 215. General Managers.

**C. N. C.**

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
W'WEL CHEFOO & T'TSIN Shanai	...	7th Apr. at 6 p.m.
SWATOW & SINGAPORE	Kingyuan	8th " at noon.
TIENTIN	Kueichow	8th " at 4 p.m.
NINGPO & SHANGHAI	Changchow	8th " at 4 p.m.
SHANGHAI & TSINGTAO	Sunning	9th " at d'light.
PAKHOI & HAIPHONG	Kalfong	10th " at 10 a.m.
SHANGHAI & PUKOW	Kanchow	10th " at noon.
SWATOW & BANGKOK	Kiangsu	11th " at 10 a.m.
SWATOW & SHANGHAI	Liangchow	11th " at 10 a.m.
AMOI & SHANGHAI	Suiyang	13th " at d'light.
SWATOW & SINGAPORE	Kiangchow	13th " at noon.
SHANGHAI & TSINGTAO	Soochow	16th " at d'light.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (twice weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'tow.

or Freight or Passage apply to

CARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD &amp; SWIRE. (John Swire &amp; Sons, Ltd.)

AGENTS. Telephone No. 36.

**DOUGLAS STEAMSHIP CO. LTD.**

HONGKONG &amp; SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns,

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Hailong	F. Gill	THURS. 6th Apr. at 11 a.m.
Hailong	W. C. Pasmore	SUN. 9th Apr. at 11 a.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik &amp; Co.,

General Managers.

**NANYO YUSEN KAISHA.**

The South Sea Mail S.S. Co., Ltd.)

## REGULAR SERVICE

between

JAPAN, HONGKONG &amp; JAVA.

For Batavia, Samarang &amp; Sourabaya.

S.S. SAMARANG MARU Sailing on or about 19th Apr.

For Moji, Kobe &amp; Yokohama.

S.S. CHERIBON MARU Sailing on or about 15th Apr.

For further particulars please apply to—

K. SUZUKI,

Manager.

Tel. No. 2706.

Second Floor, Prince's Building.

SHIPPING NEWS.

LAUNCH OF COMMONWEALTH BOAT.

Jervis Bay, the third vessel built by Vickers, Limited, for the Commonwealth Government, was launched at Barrow recently.

PACIFIC RATES AT PARITY WITH SUEZ.

The Admiralty Line has announced a \$620 rate for passengers from the Far East to Europe via America, thus putting trans-Pacific passage rates on a parity with those via Suez.

SPANISH MARINE INSURANCE.

A Royal decree has authorized the Ministry of Finance to introduce into the Spanish Parliament a bill, the purpose of which is to ensure that every company, corporation, association or private individual, national as well as foreign, carrying on fire or marine insurance in Spain, her possessions and protectorates, shall reinsure a certain proportion of their risks with the State.

MAIL CENTENARY.

A hundred years ago, the mails and passengers from Calais to Dover were for the first time taken across the Channel by a steam-driven vessel. The feat was at that time considered remarkable, especially as so little space was provided for the carriage of coal for stoking. It is interesting to note that although 100 years have elapsed, and turbine screw-driven boats are now much in the majority, two paddle steamers are still employed on this service.

AN INNOVATION.

A floral reception room is being installed in the Cunard liner Berengaria now undergoing reconditioning on the Tyne. In this room will be received the hundreds of gifts, floral and otherwise, that are sent by friends to passengers on outgoing Cunarders. Very often these arrive just as the ship is about to sail, with the result that some difficulty is experienced in delivering them safely. In future, however, they will be in charge of a specially appointed official, who will see that they are delivered immediately to the passenger's stateroom.

WAGE REDUCTIONS.

As a result of meetings between the catering panel of the National Seamen's and Firemen's Union and representatives of the shipowners the wage reductions in this department under the new agreement have now been settled. Stewards' wages on passenger vessels (weekly rates) have been reduced by 3s. 6d. per week. The chief steward drops from £4 11s. 6d. to £4 3s. 6d., second steward £3 11s. 6d. to £3 3s. 6d. and assistant steward £2 11s. 6d. to £2 3s. 6d. Other reductions are: Chief cook £3 16s. 6d. to £3 8s. 6d., second cook £3 1s. 6d. to £2 18s. 6d. On cargo vessels (finding own food) the chief alterations are: Cook steward £4 6s. 6d. to £3 15s., and messroom steward £3 6s. 6d. to £2. These reductions practically conclude the readjustment under the agreement. The only decisions still to be made relate to miscellaneous ranks in the engine-room such as electrical and refrigerating engineers, plumbers, etc.

SIAMESE SHIPPING.

During the twelve months April 1, 1920, to March 31, 1921, more native vessels entered the port of Bangkok, Siam, than those of any other nation, although British tonnage figures were the highest. A report dealing with the period in question which has just been circulated by the Department of Overseas Trade states that out of 571 vessels which called, 200 were Siamese and 185 British. The Japanese came next with 63 ships, and the French fourth with 45. The other nationalities represented in the port returns being Norwegian 30, Dutch 22, Danish 17, American 3, Russian 2 and Italian 2. The total tonnage for the year was 492,812, of which 212,182 tons were British, 117,850 tons Siamese, 77,787 tons Japanese, 25,603 tons Norwegian, and 17,030 tons Danish. Four British steamship lines now serve the port regularly, but the most prominent feature of the year was the increase in the number of Japanese vessels, and the decrease of those from Norway, which was brought about by the Japanese offering cheaper rates to Siamese charterers than their Scandinavian competitors. The effect of the prohibition of rice exports was very serious, as may be gauged from the fact that during the six years 1913-14 to 1918-19 an average of 950 vessels, representing a tonnage of 812,000, were cleared inwards annually, this being about 40 per cent. higher than the figures for 1920-21. This also accounts for the sharp decline from the previous year's total, which were 639 vessels of 581,290 tons.



## NOTICE.



A Quarter Deck Council—Unanimous decision in favour of

## FELUCCA EGYPTIAN CIGARETTES

Possess an individuality and distinction that never fails to charm.

This advertisement is issued by British American Tobacco Co., (China) Ltd.

## HOTELS.

### HONGKONG HOTEL

### PEAK HOTEL

### REPULSE BAY HOTEL

Hongkong Hotel Co., Ltd.

### KING EDWARD HOTEL

CENTRAL LOCATION,  
ELECTRIC LIFTS AND LIGHTING.  
TELEPHONE ON EACH FLOOR.  
HOTEL LAUNCH MEETS ALL STREAMERS.  
Tel. 373. Tel-graphic Address: "VICTORIA"  
J. WITCHELL,  
Manager.

### EUROPE HOTEL, SINGAPORE.

UNDER NEW BRITISH MANAGEMENT.

THE PREMIER HOTEL FINEST SITUATION.  
EXCELLENT CUISINE.

ARTHUR E. ODELL,

(Late Grand Hotel, Southcliffe, England and  
Royal Palace Hotel, London, W.)

### KINGSCLERE HOTEL MID-LEVEL

### KNUTSFORD HOTEL KOWLOON

SACHSE, LENNOX & Co., General Agents  
Are resident Managers.

### PALACE HOTEL, KOWLOON.

Tel. No. 80. Tel. Add. "Palace".  
Two minutes from Ferry and Railway Station. Five minutes by Ferry from Hongkong.  
A first class Hotel in every respect and under English management.  
Cuisine under personal supervision of the Proprietor.  
Lounge, Bar and Billiard Room.  
Terms Moderate.  
Special arrangements for families on application to  
J. H. OXBERRY,  
Proprietor.

## PASSENGERS ARRIVED.

Per s.s. Hoosier State.—Miss A. Anderson, Miss M. Anderson, Mr. and Mrs. Chas. E. Barham, Mr. Fred W. Barter, Mr. and Mrs. E. Beaud, Mr. H. Bekkers, Mr. W. Benjamin, Mr. J. D. Birrell, Mrs. P. Burch, Mr. E. Buchanan, Miss M. Ballharat, Mr. R. Bell, Mr. B. M. Bryan, Mrs. Eda R. Bellows, Mr. Fred J. Case, Mr. and Mrs. G. N. Corse J., Miss A. J. Corse, Miss F. M. Corse, Mr. and Mrs. V. Clumbeck, Master L. Clumbeck, Master J. Clumbeck, Miss Joyce Clumbeck, Miss T. Clumbeck, Miss A. Clumbeck, Miss A. M. Carrere, Mr. Sam Chow Chang, Miss R. Coney, Mr. Chan Ka He, Mr. and Mrs. W. N. Chatfield, Miss R. Chatfield, Miss W. J. Calhoun, Miss F. Curtis, Mr. H. S. Dexter, Mr. T. Dandoomal, Mr. Dy Cho, Mr. E. W. Duggan, Mrs. M. Ellis, Master H. Ellis, Master J. Ellis, Miss G. Ellis, Mr. N. S. Ellis, Mr. and T. Early, Mr. Fred C. Edwards, Mr. A. Filuzean, Mr. and Mrs. H. B. Fowler, Mr. G. Giraud, Mr. and Mrs. F. Griffith, Mr. F. M. Gonalves, Mr. R. M. Gelance, Miss Elene Go, Mr. and Mrs. Gintoir, Gilbert, Mr. S. Graham, Mr. and Mrs. Ashley O. Jones, Mr. Wm. M. Hatch, Mr. and Mrs. W. G. Hall, Mr. Ty Heanchoy, Mr. G. T. Hemmsey, Mr. and Mrs. E. D. Kilbrun, Mr. J. W. Keller, Mr. and Mrs. J. Leewer, Mr. H. Levy, Mr. Chas. F. Moelich, Mr. Angel R. Malendo, Mrs. S. M. Moore, Mr. and Mrs. S. G. McMurray, Miss Lotus McMurray, Mrs. Ada L. Martin, Mr. John T. Mather, Mr. I. Mshalehand, Mr. A. W. Nelson, Mrs. B. M. Nicky, Mr. Ngo To, Mr. Willard P. Chier, Mr. and Mrs. Wm. C. Osborn, Mr. Joseph K. Powley, Mr. Que Tek, Mr. and Mrs. S. G. Rothermal, Master Chas Rothermal, Master Jean Rothermal, Mr. and Mrs. A. W. Ross, Miss Nina Ross, Miss Ruth Ross, Miss Evelyn Ross, Miss P. Ross, Mr. J. Remandas, Rev. and Mrs. R. E. Rice, Master Donald Rice, Master Thos Rice, Reid Charles, Mr. and Mrs. Wm. R. Rice, Mr. and Mrs. Robt H. Ritchie, Mr. and Mrs. A. Rust-Oppenheim, Dr. and Mrs. G. Singian, Mr. and Mrs. R. W. Spofford, Master Homer Spofford, Master Mark Spofford, Mrs. A. Sanborn, Mr. So Tag Keng, Mrs. A. B. Smith, Mr. and Mrs. Loren D. Sale, Mr. and Mrs. A. Schurr, Mr. J. J. Schryver, Mr. P. Sisenere, Mr.

## PEAK TRAMWAYS CO., LTD.

## TIME TABLE:

WEEK DAYS.		
7.00 a.m.	to 1.00 a.m.	Every 15 min.
1.30	to 1.50	15 min.
2.00	to 11.00	15 min.
11.30	to 11.50	15 min.
12.30 p.m.	to 1.30 p.m.	15 min.
2.00	to 4.00	15 min.
4.00	to 1.10 p.m.	15 min.
NIGHT CARS.		
8.30 p.m.	to 1.00 p.m.	Every 15 minutes
1.30 p.m.	to 11.30 p.m.	Every 15 minutes
11.45 p.m.		
SATURDAYS.		
EXTRA CAR 12.00 midday.		
SUNDAYS.		
7.30 a.m.	to 7.45 a.m.	Every 15 min.
8.00	to 8.15	15 min.
8.30	to 11.00	15 min.
11.30 a.m.	to 12.00 noon	15 min.
12.00 noon	to 1.00 p.m.	15 min.
1.00 p.m.	to 4.00	15 min.
4.00	to 1.10 p.m.	15 min.